

Appendices

Appendix A. DC Bicycle Master Plan Public Participation Process

Public participation was a critical component of the DC Bicycle Master Plan Process. District residents helped develop the vision, goals, and recommendations of this Plan. DDOT worked with the BAC at bi-monthly meetings throughout the planning process to create and refine the Plan. In addition, residents also made many other significant contributions during the two-year DC Bicycle Master Plan process. The following summarizes the public input opportunities for this Plan:

November 2002 to January 2005:	Bicycle Advisory Council meetings (bi-monthly)
December 2002 to January 2005:	Website online with Plan information and feedback opportunities
May 2003:	Survey forms distributed at Bike to Work Day
April 2003 to July 2003:	Series of public rides in each Ward, followed by public workshops
March 2004:	Draft Plan posted on website for public review
May 2004:	Public Open House on Draft Plan

Bike Rides and Public Workshops - Summary

April – June 2003

Between April and June of 2003, bike rides and public workshops were held in each of the District of Columbia's eight wards. (Note: Rides were not held in Wards 1 and 2 due to rain.) Approximately 100 people attended these rides and workshops the purpose of which was to gather public input regarding existing bicycling conditions and needed improvements. At each workshop, Jim Sebastian, the DC Bicycle Program Manager and DDOT's consultants gave a brief presentation on the scope of the bike plan and answered questions about the project. Workshop participants were also given the opportunity to mark up maps with origins, destinations and areas in need of improvement. The following summarizes some of the major issues that were raised by workshop participants.

Issues Raised in Multiple Ward Workshops

Connectivity and Accessibility

- Need more roads with Bicycle Level of Service C or better
- On-street parking/rush hour restrictions. May want to select a few routes where 24 hour parking is maintained to allow for better bike access
- Connections to adjacent jurisdictions are important
- Need better access to trails
- Improve bridge connections and maintenance
- More bike parking is needed
- Improve access to Metro stations and allow bicyclists on Metrorail during peak hours
- Bus/bike lanes should be considered

- New security measures have limited access to Capitol and other Federal facilities

Safety and Security

- Education needed for bicyclists and motorists.
- Enforcement of existing traffic laws affecting bicyclists is needed. Need to ensure laws exist to protect bicyclists, e.g. no parking or driving in bike lanes

Encouragement and Promotion

- Need better information for both visitors and residents
- Promote/market specific facilities and bicycling as transportation mode
- Provide better information about facilities through improved signage and maps
- Signage should provide more information such as destinations and mileage
- Better signage needed to indicate direction to parks/trails, Metro stations

Policies and Practices

- Bicyclists need to be accepted as a legitimate form of transportation by users of other modes
- Health benefits of bicycling should be emphasized. Outreach to health community needed
- Bike facilities should be a regular part of road planning

Issues Raised at Individual Ward Workshops

Ward 1- June 10, 2003:

- Education for both motorists and bicyclists is important
- Need more police enforcement
- Suitability map should be posted in metro stations or other places
- Need unique bicycle signage for the District's bikeways. Signs should show destinations, mileage and other useful information
- Connections to adjacent jurisdictions are important. These should be shown on suitability map.
- Bike plan recommendations should include recommendations for WMATA such as:
 - Improved bicycle racks
 - Bicyclist "cattle car" for Metro
- Should work with ADA community on issues of common concern, such as:
 - Metro elevator access, e.g. getting from blue line to green line at L'Enfant Plaza is difficult with a bike.
- Enforcement of traffic laws important. People who have been involved in incident have almost no recourse to report incidents
 - Create a hotline to report crashes as an informal way track incidents
 - Provide training for police officers
- Should consider closing some streets such as 18th Street to bikes/peds only
- Need more bicycle cops. In some parts of the city, this is the best way to patrol
- Health benefits of bicycling should be emphasized. Reach out to health community
- Should build on some of the things WABA has done. Should have car free days on certain streets.
- Provide bicycle education in the schools
- Need marketing budget to promote facilities
- Could use Bicycle Level of Service as a measure of whether goals are being met or not.

- Rush hour parking restrictions are important issue. Some routes are better for bikes when parking is allowed. May want to select a few routes where 24 hour parking is maintained for better bike access
- Need to look at continuity of BLOS for route planning. Need to match up roads with levels of service A and B
- Also, need to examine existing bike routes. May not be a good idea to have a bike route sign on a road with LOS D
- Education of non-bicyclists is important. There is an assumption in some parts of the city that bikes don't belong on the road
- Contra-flow interesting idea. On 17th Street when you go the wrong way, you still have signs and signals facing you
- Many people ride wrong way on 17th. This may be to avoid 14th, 16th, and 18th Streets
- Bike lanes on 15th Street may be good alternative
- Need taller barriers on bridges to keep debris off of bike/ped facilities
- Need better information for accessing trails, bridges. Seattle bike map is a good example. Cut-outs show you how to access bridge trails
- Yield to bike signs like the ones shown in the Portland photo of blue bike lanes are a good idea
- Bike parking should be coordinated with Zipcar. Put racks near Zipcar spots

Ward 2 – June 12, 2003:

- Need laws on the books to enforce no parking or driving in bike lanes
- Speeding vehicles are a bigger problem than narrow roadways
- Need more access for bikes on Metro during peak hours
 - This will be difficult, Metro has capacity problems currently during rush hour
 - Could implement a system where one can pay more during rush hour to bring a bike
- New convention center needs bike parking in front
- Motorist education is needed, hear lots of “get off the road” comments
- Need more share-the-road signs
- Need more education for motorists, bicyclists
- What routes are good?
 - Q/R Streets
 - E Street
- Biggest problems with bike lanes downtown are rush hour parking restrictions. Better for bicyclists when 24 hour parking is allowed. Remaining portion of lane can be used for bike facility.
- In Portland, few bike lanes downtown, instead signals timed for slow (12 mph) vehicular traffic
- Should try bus/bike lanes. Pennsylvania Avenue is a good candidate
- Buses, bikes and right turns are an uncomfortable mix
- Federal/mall area-security planters are very narrow. Difficult for bike to pass through. These should be made more passable
- Library of Congress is a good model. Has security bollards that bikes can pass through and bike parking at door
- Need to improve Bike DC route so that first time riders are left with a “good taste in their mouth” for bicycling in DC
- Until have LOS B & C on more of our arterials, won't have a truly bicycle friendly city
- 17th Street has lots of wrong-way riding, need innovative solution for this road
- Should try special bicycle traffic lights like those you see in places like Germany
 - May be possible to use these in places where have bicycle volumes heavy enough to support their use.
 - What about using at location where Capitol Crescent comes in to K Street?
 - What about using bike signals for circles?

- Contra-flow bike lane could be dangerous b/c vehicles not expecting someone to come from opposite direction
 - May be possible to convert some one-way streets to two-way
 - BUT, one-way streets are some of the best opportunities for bike lanes
 - K Street service road is good for bikes, but trucks double park there

Ward 3- April 29, 2003:

- Need access to Rock Creek Park – conflict areas, such as the entrance into the National Zoo
- Access to Capital Crescent Trail and connections from there into downtown
- Need access through Washington Harbor – access to waterfront
- Perhaps Whitehaven could be a possible route to the trail near the mosque? Doesn't go down to the trail. Only access is P Street and the Shoreham Drive access points. Could have some potential
- Garfield down to the Shoreham is a good way to avoid part of Mass Ave
- Nebraska – need access because you don't have a lot of alternatives. Traffic is very fast, and the sidewalk is very bad because of the driveways/entrances
- Connecticut Ave. going north from Dupont – 1000's of bikes, a lot of different bike routes going north. A lot of right turning traffic at the split off, straight bicyclists conflict with this movements
- Connecticut and Van Ness suffer from "side friction", a lot of pedestrians, bikes, parking cars
- Whole area north of Dupont is bad. Florida Avenue left turn onto T or S
- 19th Street is not a good alternative. It's very narrow, brutal uphill stretch. A lot of parked cars. Nowhere to go
- Contraflow lane needed on Woodley Road – something WABA has advocated for in the past
- Need additional bicycle parking: in commercial areas in vicinity in Mazza Gallery, Chevy Chase Pavilion – need parking in underground garages, should have been subject to the ordinance, commercial nodes on Connecticut. Movie theaters especially. "No bikes" sign at the entrance of the underground parking at Mazza Gallery
- Will there be bike parking on M Street in Georgetown? No, it will be on the side streets, to allow more room on the sidewalks for pedestrians
- Georgetown Park needs bike parking
- Are speed humps proposed on Cathedral Avenue? There is room for bikes lanes, working with Park Service (who own half) on this
- Bike parking at Metro improving, but one of problems is bike parking at Friendship Heights. It's overflowing at entrance of Western and Wisconsin. Across the street, there is no parking. Right on state line, need to make sure doesn't get forgotten
- Bike parking at Van Ness is hard to find—there are 2 hidden parking spaces

Ward 4 – May 8, 2003:

- Need signs identifying direction to park/trails
- Parking restrictions on 16th Street--help cyclists by allowing parked cars during commute times.
- 8th Street bike route appears not to be significant
- Some neighborhoods perceived as unsafe affect the usability of potential routes
- Need signs to indicate direction to metro stations
- Need tourist-oriented/recreational routes. Routes out of the city, connecting routes to surrounding communities and destinations
- Need good signage. Currently nothing draws tourists off the mall. Historic Routes, fort tours, etc.
- Need "You are here" signs for street locations/street finding for areas outside of downtown. Similar to WMATA signs

- Link trails to metro. Need signs to direct you to metro. Give trails/routes more prominence on Metro Map or have alternative map adjacent to Metro map
- Consider changes in transportation methods...i.e. Segway, other small motorized personal vehicles
- Need bike racks at police stations
- Livingston as a bike route to Friendship Heights
- Need signs from Webster, Joyce, Blagden into park
- McKinley is bad for bicyclists

Ward 5 – June 3, 2003:

- Bike parking at Metro should be covered and well lit
- Need to conduct outreach to local schools and high schools for input into the bike plan
- Also conduct outreach to recreation centers. Currently there is a disconnect between exercise, health, transportation and education
 - Turkey Thicket recreation center is being rebuilt—opportunity to work on accommodating bikes
- What should be done about roads like New York Avenue? Should they just be written off? This will be explored in planning process. We'll need to decide if we will be able to improve these roads for bicyclists or just show them as red on bike map
- Connectivity to surrounding jurisdictions is important. Map should show that you can get all the way to Mt. Vernon, Wheaton, etc. from the District
- Is Bladensburg Road a bike route on the MD side? This road is a problem. East-West routes needed
- What is the best way to connect Columbia Heights and Brookland? Columbia Rd? Ramps at Irving Street are confusing, not clear what drivers are going to do
- Is it okay for bicyclists to be on the sidewalk? Except for downtown, this is allowed. Areas with numerous driveways need special attention to ensure the safety of bicyclists who use the sidewalk
- Need to ensure roads have bicycle friendly drainage grates

Ward 6 – June 5, 2003

- Plan should aim to increase overall number of bicycle trips, not just improve conditions for people who already bike
- This plan should be integrated with other plans like crime prevention, schools, health. Is crime a constraint to bike usage?
- In the Netherlands they have signs with the number of miles to the next destination. This would be a good idea for DC
- Need a procedure for abandoned bikes at bike racks
- The largest numbers of bicyclists are on separate paths (not on street). Need longer term goal; when big development projects are underway should take the opportunity to make a bike path instead of just striping the street
- Roosevelt Bridge is a problem. There is a bike lane on one side but it is not wide enough. Need higher retaining walls for bridges to keep debris off path
- 19th St. at Constitution. Bikes have to cross lanes of traffic – this is dangerous. Might be a good location for a colored crossing
- Need more intermodal options. WABA has done well with bikes on rail, but we need them on MARC also. No training for how to use bikes on Metrobus. Should have practice racks at key locations?
 - WABA had them at bike-to-work day. Need a bus to come to fairs, Capitol Hill day, etc.
- Education is needed for non-cyclists. Blue cards are a good start
- Need better signage for tourists. A map for bike tours, education for the non-cyclist

- “Bike the Sites” organization at the old post office pavilion on 12th St and Penn
- Bikeways should be built as part of roadway, shouldn’t need separate funding for on-road facilities
- Need to collaborate with other agencies, particularly with Federal government regarding access to the Capitol
- Need access to the National Mall
- On more heavily used routes, bicyclists should be separated from pedestrians
- Don’t forget about peds, strollers, those with disabilities. Need separate space for bikes and peds
- The more lanes we put in, the more aware motorists become, fewer accidents
- Need signs for racks and lockers
- Should look at opportunities related to Saint Elizabeth’s rail spur

Ward 7 – May 15, 2003:

- Need better access across Anacostia River
- Bike parking is needed on Pennsylvania Avenue southeast of Anacostia Freeway
- Penn Branch area needs bike parking
- Benning Road Metro needs improved bike parking
- Need better access to Kenilworth Aquatic Gardens
- Area around Kenilworth Avenue and Benning Road difficult for bicyclists to negotiate
- Minnesota Avenue north and south of Benning needs improvement and bike parking

Ward 8 - May 14, 2003

- Anacostia Park has no sidewalk/path
- South Capitol Street Bridge needs improvement. Access on both sides of the bridge is poor
- Suitland Parkway trail is narrow and poorly maintained
- Need major improvements on South Capitol Street adjacent to Bolling Air Force Base. Particularly bad during rush hour
- Need connection to Oxon Run Trail near 13th Street
- Southern Avenue Metro is difficult to access by bike or foot
- Need path along 295 to Wilson Bridge. Space exists on Westside. Need to coordinate with MDOT and Prince George’s County